



2005-2007 Goals for WSDOT's Public Transportation Grants

In 2005-2007, the overall goals of the competitive state and federal grant programs were:

A. Address Deficiencies

Encourage communities to identify and address deficiencies in their paratransit/special needs, rural public transportation, and intercity connections.

B. Provide a Community Benefit

Assist local areas in determining community benefits and support for paratransit/special needs, rural public transportation, or intercity bus connections.

C. Preservation and Enhancement

Provide funding to preserve or enhance paratransit/special needs, rural public transportation, or intercity bus connections where there is a demonstrated need and measurable benefit.

D. Community Connections

Support a sustainable network of services within and between communities.

E. Financial Partnerships

Establish opportunities for local jurisdictions, regional organizations, private sector agencies, state and federal governments, and tribal governments in Washington to work collaboratively; ensure stakeholders have a voice in project development; and encourage appropriate cost sharing on projects.

F. Support coordination.

Coordination requires the cooperative participation of two or more entities and has the following characteristics:

- (1) The participating entities share responsibility for ensuring that customers can access transportation services.
- (2) There is a single entry process for customers to use to have trips arranged and scheduled, so the customer does not have to contact different locations based on which sponsoring agency is paying/providing the trip.

(3) A process is in place so that when decisions are made by participants on facility citing or program policy implementation, the costs of transportation and the potential effects on transportation costs on other entities or programs are considered. Affected entities are given an opportunity to influence the decision if the potential impact is negative.

(4) Open market mechanisms give all providers an opportunity to participate and allow for cost comparisons so that purchasers can select the least expensive trip most appropriate to the customer's needs.

(5) There is flexibility in using the available vehicles in a community so that the ability to transport people is not restricted by categorical claims to vehicles.

(6) There is maximum sharing of operating facilities and administrative services, to avoid duplication of costly program elements.

(7) Trip sponsors and service providers have agreed on a process for allocating costs and billing when they share use of vehicles.

(8) Minimum standards exist for safety, driver training, maintenance, and technology to eliminate barriers that may prevent sponsors from using each other's vehicles or serving each other's customers.

(9) The resulting system of transportation services is user friendly, meaning that the coordination of eligibility, contracting, service delivery, payment, and funding structures does not negatively affect the customer's ability to access service.

In the 2005-2007 work plan for the Agency Council on Coordinated Transportation, ACCT stated they would prioritize funding for projects that:

- Help communities utilize Medicaid brokers to meet other transportation needs
- Integrate schools as a community transportation resource
- Support connected trips (e.g. transportation to/from home, daycare, worksite, errands)
- Creatively use shared ride strategies, such as carpooling and vanpooling